

Intimations

G. FALCONER & Co.,
WATCHMAKERS AND JEWELLERS
HOTEL MANSIONS.

NEW SELECTIONS OF
DIAMOND JEWELLERY AND ENGLISH SILVER WARE
HIGH-CLASS GOLD AND SILVER WATCHES.
LARGE SELECTION OF PRESENTATION PLATE, CUPS, BOWLS, etc.
FALCONER & Co. are Agents for ROSS'S FAMOUS TELESCOPES AND
BINOCULARS, LORD KELVIN'S NAUTICAL INSTRUMENTS,
ADMIRALTY CHARTS AND BOOKS.

SOLE AGENTS FOR THE EMPIRE TYPEWRITER.

WING KEE & CO.,

Nos. 47, 48 and 49, CONNAUGHT ROAD CENTRAL.
SHIP-CHANDLERS, SAILMAKERS, PROVISION MERCHANTS, COAL
MERCHANTS, &c., &c., OF FIFTY YEARS STANDING.
SHIP CAPTAINS ARE REQUESTED TO GIVE US A TRIAL.
FRANCISCO TSE YAT, General Manager.

MEE CHEUNG & CO.,

ART PHOTOGRAPHER, ICE HOUSE LANE.
SPECIALIST IN ENLARGING AND BROMIDE WORK
Select Views of Hongkong and South China.
Special Department for Developing and Printing for Amateurs
CAMERAS FOR HIRE.

Thousands of Dollars are saved by the expenditure of as many cents.

SOLIGNUM

THE Wood and Brickwork Preservative which really does what is claimed for it. IT
IS ABSOLUTE DEATH TO THE WHITE ANTS.
Extensively used by the British Government at Home and Abroad, by H.M. War
Department at Hongkong, the Imperial Maritime Customs and all large local concerns.
Prospectus samples and all information from the General Agents,
SIEMSEN & Co.,
(MAGNETIC DEPT.) HONGKONG.

ORIENTAL HOTEL

A THOROUGHLY FIRST-CLASS AND UP-TO-DATE HOTEL.
SITUATED in the most central position. Large and airy Rooms. Hot and Cold
Water Baths. Gas and Electric Light. Cuisine entirely under European Super-
viser. Private Bar and Billiard Room. Monthly Rates for Single and Double
Rooms moderate.
FREDERICK REICHMANN, Proprietor & Manager.
(Late Manager of J. Lyons & Co. (Procurers) leading Caterer in London and of the
Grand Oriental Hotel, Colombo).
Telephone No. 197. TELEGRAPHIC ADDRESS "COMFORT," HONGKONG.

ASTOR HOUSE HOTEL

(LATE CONNAUGHT HOTEL).
QUEENS ROAD CENTRAL.
CENTRALLY situated, up-to-date Hotel. Recently renovated and under entirely
New Management. Large and comfortable Rooms. Excellent Cuisine, under the
supervision of an experienced French Chef.

PARTICULARS AND RATES on application to MANAGER.
G. GARNER Proprietor.
Telephone October 3, 1909.

WHITE ANTS.

AVENARIUS CARBOLINEUM

WOOD PRESERVATIVE.

30 YEARS' SUCCESS

LASTING PROTECTION

WHITE ANTS.

GOVERNMENTS AND OTHER TESTIMONIALS.

SOLE AGENTS: MELCHERS & CO.

DINNEFORD'S

The Universal Remedy for Acidity of the
Stomach, Headache, Heartburn, Indigestion,
Bile, Flatulence, Nausea, etc.

DINNEFORD'S

MAGNESIA

ROSSIA INSURANCE COMPANY.
ST. PETERSBURG, RUSSIA.
TOTAL ASSETS—Rubles 72,000,000.
NOTICE IS HEREBY GIVEN THAT
Messrs MELCHERS & CO. have
been appointed our AGENTS in Hong-
kong.

Referring to the above Notice, we have
taken over the Agency of the
ROSSIA INSURANCE COMPANY
St. Petersburg, Russia.
And we are prepared to accept orders for
FIRE & MARINE INSURANCE
(European and Chinese Risks) at Current
Rates.
MELCHERS & CO.
Insurance Dept.
Hongkong, February 4, 1910.

NOTICE IS HEREBY GIVEN THAT
Messrs MELCHERS & CO. have
been appointed our AGENTS in Hong-
kong.

Referring to the above Notice, we have
taken over the Agency of the
ROSSIA INSURANCE COMPANY
St. Petersburg, Russia.
And we are prepared to accept orders for
FIRE & MARINE INSURANCE
(European and Chinese Risks) at Current
Rates.
MELCHERS & CO.
Insurance Dept.
Hongkong, February 4, 1910.

Referring to the above Notice, we have
taken over the Agency of the
ROSSIA INSURANCE COMPANY
St. Petersburg, Russia.
And we are prepared to accept orders for
FIRE & MARINE INSURANCE
(European and Chinese Risks) at Current
Rates.
MELCHERS & CO.
Insurance Dept.
Hongkong, February 4, 1910.

Referring to the above Notice, we have
taken over the Agency of the
ROSSIA INSURANCE COMPANY
St. Petersburg, Russia.
And we are prepared to accept orders for
FIRE & MARINE INSURANCE
(European and Chinese Risks) at Current
Rates.
MELCHERS & CO.
Insurance Dept.
Hongkong, February 4, 1910.

Referring to the above Notice, we have
taken over the Agency of the
ROSSIA INSURANCE COMPANY
St. Petersburg, Russia.
And we are prepared to accept orders for
FIRE & MARINE INSURANCE
(European and Chinese Risks) at Current
Rates.
MELCHERS & CO.
Insurance Dept.
Hongkong, February 4, 1910.

Referring to the above Notice, we have
taken over the Agency of the
ROSSIA INSURANCE COMPANY
St. Petersburg, Russia.
And we are prepared to accept orders for
FIRE & MARINE INSURANCE
(European and Chinese Risks) at Current
Rates.
MELCHERS & CO.
Insurance Dept.
Hongkong, February 4, 1910.

Referring to the above Notice, we have
taken over the Agency of the
ROSSIA INSURANCE COMPANY
St. Petersburg, Russia.
And we are prepared to accept orders for
FIRE & MARINE INSURANCE
(European and Chinese Risks) at Current
Rates.
MELCHERS & CO.
Insurance Dept.
Hongkong, February 4, 1910.

Intimations

MITSU BISHI GOSHI KWAISHA
(MITSU BIBI OO.)

COAL DEPARTMENT.

SOLE PROPRIETORS OF TAKA-
SIMA, OCHI, MUTABE, HOJO,
NARAZUTA, SAYO, SHINNEW
and KAMIYAMADA Collieries.

SOLE AGENTS for KISHIDAKE, MI-
YAO, and KISHIO-KOMATSU Coals.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

SOLE AGENTS for KISHIDAKE, MI-
YAO, and KISHIO-KOMATSU Coals.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

HEAD OFFICE—TOKYO.
BRANCH OFFICES:—
Nagasaki, Moji, Karatsu,
Wakamatsu, Kobe, Osaka,
Shanghai, Hongkong, Hankow.

NAVAL WAR LESSONS

In Note of the Russo-Japanese
Conflict.

CASE OF RUSSIA'S DEFEAT.
Following are some interesting extracts
from "Les Enseignements Maritimes de
la Guerre Russo-Japonaise," by J. L. de
Lanzen, member of the Chamber of
Deputies of France and formerly Secretary
of the Navy.

It is a first sight incomprehensible that
Russia did not concentrate in the Far East
naval forces proportionate to her geo-
graphical position. It was evident that Japan would
oppose Russian expansion. To successfully
offer this resistance, it was necessary that
Japan should be mistress of the sea. There-
fore, the first step in this policy was the
concentration of the first pre-occupation
of Russia. This step was to have been
appreciated at Port Arthur and Vladiv-
stock were established as military ports,
but not in the thorough manner that was
necessary, neither being supplied with any
material necessary for the maintenance and
repair of a fleet of war. Although Russia
assembled at Port Arthur a fleet almost as
strong as that of Japan, she did not fit out
that port with the supplies that were neces-
sary for the upkeep of such a squadron.

Notably, there was only one dry dock
for the repair of vessels, and even it was
too small to receive some of the battle-
ships. It, after the Retriever, and the
Tauris had been torpedoed on February
8, 1904, it had been possible to rapidly
repair them, the Russian fleet would not
have been rendered impotent during many
months, leaving Japan absolute masters
of the sea and permitting her to transport
without danger hundreds of thousands of
men with their enormous amount of
munitions, supplies, arms, etc., which
was necessary for them. It
has been said that the Japanese violated
the laws of war in attacking the
Russian squadron before the latter
knew that war existed. The Japanese
are able to reply that it had been pre-
viously done a great many times by
European nations. War perhaps
has its laws, but it is very seldom that they
have been respected, and there is no doubt
that they will be less respected in the
future, now that every country perceives
the extraordinary advantages that will be
secured by taking the initiative in the
offensive and thereby obtaining the first
success.

THREE GRAVE FAULTS.
From the point of view of preparation for
war Russia committed three grave faults:
She neglected to concentrate her naval
forces at the same point in the Far East,
she did not prepare her fleet for war, she
did not fit out her military ports with the
material which it would be necessary for
them to have in case of war.

In a general way the principal lesson to
be drawn from the Russo-Japanese war is
that Russia owed her defeat, on land as
well as upon the sea, to the fact that she
engaged in war without being prepared for
it. It is said she did not believe there would
be war, and she hoped that there would not
be; therefore why prepare for it? History
repeats, because every nation which pre-
tends to play an important role in the
affairs of the world or which simply desires
to preserve her independence must be now
and for a long time yet to come always
ready to defend herself against enemies
which her importance, her wealth, or
her activities may raise up against
her. That a nation with such vast projects
for expansion should not have been con-
stantly ready to face the resistance that
was certain to arise would be an incom-
prehensible fact if one did not know the
anarchy into which the Russian navy had
fallen.

As Russia's establishments developed
themselves, the immense of a war
steadily increased, and Japan prepared
herself with extraordinary patriotic ardour.
Japan was ready to begin her campaign
both upon the sea and upon the land at
the very hour that Russia, heedless and
ignorant, did not even believe in the
possibility of war.

Even at the moment of the declaration of
war many people in Europe were ignorant
of what degree the military and naval force
of Japan had developed. More generally
still, they believed Russia ready to support
the weight of the conflict that she seemed
willing to provoke; they believed her forces
were proportionate to her enormous popu-
lation, to the extent of her immense ter-
ritory, to the unmeasured grandeur of her
activities. Few were the persons who
knew the true state of her army and navy,
who comprehended the government's
negligence in the building of the strategic
railways; the condition of which was such
that would have led them to have suspected the
little care that the government had taken
in developing the navy.

THE MOST IMPORTANT LESSON.
Above all, the lesson was absolutely
neglected by Russian statesmen. I myself
heard one of the most eminent of them, one
of the most important among them declare
that he did not wish to develop the Russian
navy in the Far East. He was, it is true,
a friend of peace, a partisan of the ancient
Russo-Japanese, but he was also one of the
leaders of the construction of the Trans-
Siberian and Trans-Manchurian railways,
one of the most active promoters of the
expansion of Russia in the Far East. He
wished peace, and he was not without
reason, but he did everything that naturally led to his
defeat.

THE MOST IMPORTANT LESSON.
Above all, the lesson was absolutely
neglected by Russian statesmen. I myself
heard one of the most eminent of them, one
of the most important among them declare
that he did not wish to develop the Russian
navy in the Far East. He was, it is true,
a friend of peace, a partisan of the ancient
Russo-Japanese, but he was also one of the
leaders of the construction of the Trans-
Siberian and Trans-Manchurian railways,
one of the most active promoters of the
expansion of Russia in the Far East. He
wished peace, and he was not without
reason, but he did everything that naturally led to his
defeat.

THE MOST IMPORTANT LESSON.
Above all, the lesson was absolutely
neglected by Russian statesmen. I myself
heard one of the most eminent of them, one
of the most important among them declare
that he did not wish to develop the Russian
navy in the Far East. He was, it is true,
a friend of peace, a partisan of the ancient
Russo-Japanese, but he was also one of the
leaders of the construction of the Trans-
Siberian and Trans-Manchurian railways,
one of the most active promoters of the
expansion of Russia in the Far East. He
wished peace, and he was not without
reason, but he did everything that naturally led to his
defeat.

THE MOST IMPORTANT LESSON.
Above all, the lesson was absolutely
neglected by Russian statesmen. I myself
heard one of the most eminent of them, one
of the most important among them declare
that he did not wish to develop the Russian
navy in the Far East. He was, it is true,
a friend of peace, a partisan of the ancient
Russo-Japanese, but he was also one of the
leaders of the construction of the Trans-
Siberian and Trans-Manchurian railways,
one of the most active promoters of the
expansion of Russia in the Far East. He
wished peace, and he was not without
reason, but he did everything that naturally led to his
defeat.

THE MOST IMPORTANT LESSON.
Above all, the lesson was absolutely
neglected by Russian statesmen. I myself
heard one of the most eminent of them, one
of the most important among them declare
that he did not wish to develop the Russian
navy in the Far East. He was, it is true,
a friend of peace, a partisan of the ancient
Russo-Japanese, but he was also one of the
leaders of the construction of the Trans-
Siberian and Trans-Manchurian railways,
one of the most active promoters of the
expansion of Russia in the Far East. He
wished peace, and he was not without
reason, but he did everything that naturally led to his
defeat.

THE MOST IMPORTANT LESSON.
Above all, the lesson was absolutely
neglected by Russian statesmen. I myself
heard one of the most eminent of them, one
of the most important among them declare
that he did not wish to develop the Russian
navy in the Far East. He was, it is true,
a friend of peace, a partisan of the ancient
Russo-Japanese, but he was also one of the
leaders of the construction of the Trans-
Siberian and Trans-Manchurian railways,
one of the most active promoters of the
expansion of Russia in the Far East. He
wished peace, and he was not without
reason, but he did everything that naturally led to his
defeat.

THE MOST IMPORTANT LESSON.
Above all, the lesson was absolutely
neglected by Russian statesmen. I myself
heard one of the most eminent of them, one
of the most important among them declare
that he did not wish to develop the Russian
navy in the Far East. He was, it is true,
a friend of peace, a partisan of the ancient
Russo-Japanese, but he was also one of the
leaders of the construction of the Trans-
Siberian and Trans-Manchurian railways,
one of the most active promoters of the
expansion of Russia in the Far East. He
wished peace, and he was not without
reason, but he did everything that naturally led to his
defeat.

THE MOST IMPORTANT LESSON.
Above all, the lesson was absolutely
neglected by Russian statesmen. I myself
heard one of the most eminent of them, one
of the most important among them declare
that he did not wish to develop the Russian
navy in the Far East. He was, it is true,
a friend of peace, a partisan of the ancient
Russo-Japanese, but he was also one of the
leaders of the construction of the Trans-
Siberian and Trans-Manchurian railways,
one of the most active promoters of the
expansion of Russia in the Far East. He
wished peace, and he was not without
reason, but he did everything that naturally led to his
defeat.

THE MOST IMPORTANT LESSON.
Above all, the lesson was absolutely
neglected by Russian statesmen. I myself
heard one of the most eminent of them, one
of the most important among them declare
that he did not wish to develop the Russian
navy in the Far East. He was, it is true,
a friend of peace, a partisan of the ancient
Russo-Japanese, but he was also one of the
leaders of the construction of the Trans-
Siberian and Trans-Manchurian railways,
one of the most active promoters of the
expansion of Russia in the Far East. He
wished peace, and he was not without
reason, but he did everything that naturally led to his
defeat.

THE MOST IMPORTANT LESSON.
Above all, the lesson was absolutely
neglected by Russian statesmen. I myself
heard one of the most eminent of them, one
of the most important among them declare
that he did not wish to develop the Russian
navy in the Far East. He was, it is true,
a friend of peace, a partisan of the ancient
Russo-Japanese, but he was also one of the
leaders of the construction of the Trans-
Siberian and Trans-Manchurian railways,
one of the most active promoters of the
expansion of Russia in the Far East. He
wished peace, and he was not without
reason, but he did everything that naturally led to his
defeat.

PEARSON'S HYCOL

(Co-efficient 18/30)
The most POWERFUL DISINFECTANT in the WORLD. Guaranteed 18/30
TIMES more effective than pure Carbolic Acid under GOVERNMENT STANDARD
TEST for TYPHOID GERMS. Certificate of strength given to each buyer.
NON-POISONOUS and NON-IRRITANT to HUMAN and ANIMAL LIFE.
NON-CORROSIVE.

ONE GALLON will make 400 GALLONS of Efficient Disinfectant.
PERFECT EMULSION IN WATER.
PRICE \$3.00... per 1 Gallon Drum.
12.50... per 5 Gallon Drum.
2.50... per 1 Gallon in Bulk.

PEARSON'S SAPONIFIED CRESOL
PRICES.
Co-efficient 10: \$1.95 per 1 gallon Drum.
5: \$1.75 per 1 gallon Drum.

Ask other manufacturers of fluids for a Guarantee of the Germicidal
Strengths of their products (in relation to Pure Carbolic Acid) under the
Standard Test on Typhoid Germs and then compare the result with our
HYCOL—This is the only way you can arrive at the Germ Killing properties
and at the true value of a Genuine Disinfecting Fluid.

DODWELL & CO., LTD.
SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN FOR
PEARSON'S ANTISEPTIC CO., LTD.
Hongkong, May 3, 1910.

Ask other manufacturers of fluids for a Guarantee of the Germicidal
Strengths of their products (in relation to Pure Carbolic Acid) under the
Standard Test on Typhoid Germs and then compare the result with our
HYCOL—This is the only way you can arrive at the Germ Killing properties
and at the true value of a Genuine Disinfecting Fluid.

DODWELL & CO., LTD.
SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN FOR
PEARSON'S ANTISEPTIC CO., LTD.
Hongkong, May 3, 1910.

Ask other manufacturers of fluids for a Guarantee of the Germicidal
Strengths of their products (in relation to Pure Carbolic Acid) under the
Standard Test on Typhoid Germs and then compare the result with our
HYCOL—This is the only way you can arrive at the Germ Killing properties
and at the true value of a Genuine Disinfecting Fluid.

DODWELL & CO., LTD.
SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN FOR
PEARSON'S ANTISEPTIC CO., LTD.
Hongkong, May 3, 1910.

Ask other manufacturers of fluids for a Guarantee of the Germicidal
Strengths of their products (in relation to Pure Carbolic Acid) under the
Standard Test on Typhoid Germs and then compare the result with our
HYCOL—This is the only way you can arrive at the Germ Killing properties
and at the true value of a Genuine Disinfecting Fluid.

DODWELL & CO., LTD.
SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN FOR
PEARSON'S ANTISEPTIC CO., LTD.
Hongkong, May 3, 1910.

Ask other manufacturers of fluids for a Guarantee of the Germicidal
Strengths of their products (in relation to Pure Carbolic Acid) under the
Standard Test on Typhoid Germs and then compare the result with our
HYCOL—This is the only way you can arrive at the Germ Killing properties
and at the true value of a Genuine Disinfecting Fluid.

DODWELL & CO., LTD.
SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN FOR
PEARSON'S ANTISEPTIC CO., LTD.
Hongkong, May 3, 1910.

Ask other manufacturers of fluids for a Guarantee of the Germicidal
Strengths of their products (in relation to Pure Carbolic Acid) under the
Standard Test on Typhoid Germs and then compare the result with our
HYCOL—This is the only way you can arrive at the Germ Killing properties
and at the true value of a Genuine Disinfecting Fluid.

DODWELL & CO., LTD.
SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN FOR
PEARSON'S ANTISEPTIC CO., LTD.
Hongkong, May 3, 1910.

Ask other manufacturers of fluids for a Guarantee of the Germicidal
Strengths of their products (in relation to Pure Carbolic Acid) under the
Standard Test on Typhoid Germs and then compare the result with our
HYCOL—This is the only way you can arrive at the Germ Killing properties
and at the true value of a Genuine Disinfecting Fluid.

DODWELL & CO., LTD.
SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN FOR
PEARSON'S ANTISEPTIC CO., LTD.
Hongkong, May 3, 1910.

Ask other manufacturers of fluids for a Guarantee of the Germicidal
Strengths of their products (in relation to Pure Carbolic Acid) under the
Standard Test on Typhoid Germs and then compare the result with our
HYCOL—This is the only way you can arrive at the Germ Killing properties
and at the true value of a Genuine Disinfecting Fluid.

DODWELL & CO., LTD.
SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN FOR
PEARSON'S ANTISEPTIC CO., LTD.
Hongkong, May 3, 1910.

Ask other manufacturers of fluids for a Guarantee of the Germicidal
Strengths of their products (in relation to Pure Carbolic Acid) under the
Standard Test on Typhoid Germs and then compare the result with our
HYCOL—This is the only way you can arrive at the Germ Killing properties
and at the true value of a Genuine Disinfecting Fluid.

DODWELL & CO., LTD.
SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN FOR
PEARSON'S ANTISEPTIC CO., LTD.
Hongkong, May 3, 1910.

Ask other manufacturers of fluids for a Guarantee of the Germicidal
Strengths of their products (in relation to Pure Carbolic Acid) under the
Standard Test on Typhoid Germs and then compare the result with our
HYCOL—This is the only way you can arrive at the Germ Killing properties
and at the true value of a Genuine Disinfecting Fluid.

DODWELL & CO., LTD.
SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN FOR
PEARSON'S ANTISEPTIC CO., LTD.
Hongkong, May 3, 1910.

Ask other manufacturers of fluids for a Guarantee of the Germicidal
Strengths of their products (in relation to Pure Carbolic Acid) under the
Standard Test on Typhoid Germs and then compare the result with our
HYCOL—This is the only way you can arrive at the Germ Killing properties
and at the true value of a Genuine Disinfecting Fluid.

DODWELL & CO., LTD.
SOLE AGENTS FOR HONGKONG, SOUTH CHINA & JAPAN FOR
PEARSON'S ANTISEPTIC CO., LTD.
Hongkong, May 3, 1910.

Ask other manufacturers of fluids for a Guarantee of the Germicidal

POWELL'S

ARE EXPERTS
IN RENOVATING
AND REPAIRING
EVERY
CLASS OF FURNITURE

EXPERIENCED MEN ONLY.
ALWAYS READY TO WAIT
ON CUSTOMERS.

PATTERNS, PRICES AND
FULL PARTICULARS

IMMEDIATELY ON REQUEST.
ALEXANDRA BUILDINGS.



A. S. WATSON
& Co., Ltd.

ESTABLISHED A.D. 1841.

CIGAR MERCHANTS
AND TOBACCONISTS.

SPECIAL

JOHN COTTON'S
Smoking Mixture

Mild and Medium.

The Finest Smoking Mixture in
the market.

CIGARS
de Luxe

Specially manufactured from the finest
selected Manila Tobacco

Lolitas In boxes of 50 per 100
An Exquisite Smoke...\$5.50 \$11.00

El Tamarindo In boxes of 50 per 100
A very fine cigar in
excellent condition...\$4.00 \$8.00

Martin's Tweenies
Per 100.....\$4.50.

A. S. WATSON & CO.,
LIMITED.

Alexandra Buildings.

EMPIRE CINEMATOGRAPH
THEATRE.

PREMIER HALL OF THE COLONY.
205, YEAZ ROAD, CENTRAL,
Opposite Central Market.

Performances—7.15 to 9 and
9.15 to 11.30 p.m.

TUESDAY
The most complete and magnificent
films of the funeral
procession of His late Majesty King
Edward VII.

GRAND SUCCESS
of the Queen of the East
MISS LAURA A. DIAMOND
MISS MAY LEWIS
presenting a novel and dramatic film
The Love of a Foolish Girl.

THE Piano
MOUTRIE

SUPPLY IT.

Price \$378.

FIVE YEARS WRITTEN

GUARANTEE.

NEW MODELS

FOR 1910.

S. MOUTRIE & CO., LD.

Hongkong, April 18, 1907.

BIRTH.

PADFIELD.—On the 14th June, 1910, at
25, Hansam Street, Hamburg, the wife of
ROYDON E. N. PADFIELD, of the Hongkong
and Shanghai Bank, of a daughter.

MEMOS FOR TO-MORROW.
Sanitary Board Meeting.

General Memoranda.

WEDNESDAY, July 6.—
9.15 p.m.—Meeting of the Licensing
Board.

9.30 p.m.—Auction of Household Furni-
ture, etc. at Messrs Hughes & Hough's
Sales Rooms.

9 p.m.—Band Concert in Public Gardens.

THURSDAY, July 7.—
6.20 a.m.—New Moon.

11.30 a.m.—Lecture by His Lordship the
Bishop in Peak Church.

SATURDAY, July 9.—
11 a.m.—Auction of Manila Cigars, etc.
at Messrs Hughes & Hough's Sales
Rooms.

3.30 p.m.—Gymkhana Club's Third Meet-
ing, Happy Valley.

The China Mail.

HONGKONG, MONDAY, JULY 4, 1910.

JAPANESE FINANCE.

A perusal of the "Tenth Financial and Economical Annual of Japan," just issued by the Department of Finance in Tokyo—a copy of which reaches us through the courtesy of Marquis KATARA, Minister President of State and Minister of Finance—affords food for much reflection. As the eye glances down the columns of statistics dealing with every phase of national finance with which the book is filled, the thought is impressed upon the reader that Japan has been exceptionally well-served by the men who have undertaken the management of her finances from the very beginning of the Meiji Era down to the present year of grace. When that Era opened Japan was almost unknown and still clung to her ancient routine. To-day we see Japan occupying an honored position among the Great Powers, equipped with a modern system of jurisprudence, a powerful Navy, an efficient Army, splendidly adapted docks and shipbuilding plants, a Mint, a central bank, with minor banks meeting every need of the nation, extensive harbour-works, a well-devised network of railways, big factories and industrial concerns of every description—the full equipment, in fact, of a modern state. And it has been practically all created within the past forty years. How it has been brought about few men are competent to say in the space of a few words, for the closer we look into it the more complex does the situation become. It many respects it borders on the marvellous, for it must be remembered that Japan is not an inherently rich country; her resources, indeed, are of the poorest in many respects, and she had no great accumulated national or private hoards of capital to draw upon at the outset of her modern career. Skilful financing will explain away a lot of the mystery we know Japan has turned her small capital over and over again, bringing the "Era of Enlightenment," while foreign loans have ever been

utilised to the very best advantage. Her financiers, greatly daring, have taken big risks at times, and on the whole a magnificent success has been their reward. Luck again has entered largely into the scheme of things. The Island Empire was situated in a portion of the world where the short-sighted observation of the Western industrial nations seldom penetrated—until recently—and thus she was able to devise and carry out her schemes of development without incurring any opposition or active dislike on the part of nations likely in the future to become her competitors. Indeed, the best interests of the world were freely placed at her disposal to extract for her the best of latter day methods in every branch of life and activity, and what she owes to the great army of British, American, French and German advisers who served her so faithfully during the early days of her modern history only a few people really realise. Her entry into the comity of modern nations was coincident with a mighty expansion of the trading developments of the whole world, and as this "commercial expansion was accompanied by a general rise in the standard of luxury everywhere" Japan found herself in the happy position of supplying in ever-increasing quantity the growing luxuries of the daughters of Eve in the matter of silk and silken fabrics. Other things Japan had which the Western peoples or her neighbours were glad to buy from her, such as copper, coal, rice, marine products, fine art works, etc. All these channels of trade brought money into the country which was never allowed to lie idle for the Government did all it could to promote the rapid development of the empire by providing subsidies on very liberal lines for all manner of things likely to stimulate the national resources. To Englishmen brought up in quite a different school of economic thought this very lavish scheme of state-encouragement of industry, the establishment of various monopolies, etc., form the great blot on Japanese financial methods. But the Japanese will say that the ends achieved have justified the means adopted, and that success has fitted the crown upon their patiently constructed edifice. Her peculiar needs, in fact, were met by peculiar measures demanded by the times. We are well aware that a new school of thought is arising in Japan which condemns the artificial aids afforded by the State to banking, shipbuilding, navigation, means of communication, etc., urging that it is right that the whole nation should be taxed for the benefit of certain privileged classes. But it will be many years, we imagine, ere Japan makes any radical departure from her present system of national finance. The immediate returns furnished by the various monopolies are too easily earned an asset to be abandoned; while the State is still too deeply involved to be able to afford to relinquish the system of subsidies to various industries in favour of the English system of strict non-interference with trade; while the aptitude of the people for "lending for themselves" is still in inverse ratio to their opportunities. In the realm of high finance Western people have little to teach the Japanese: it is merely as regards the methods of going to work that some of us do not see eye-to-eye with the statesmen of Japan. Yet when one observes the admirable self-restraint that has been exercised during the last three years, the elaborate post-bellum schemes rigidly cut down, altered or spread over many more years than was at first intended, and the plans devised for restoring the nation's finances to a perfectly sound condition, the conviction is forced home that the statesmen of Japan have pursued the only path which could possibly have brought them to such a successful issue as that revealed at the close of the financial year 1909-10, when the last of their domestic and war was converted to an interest-bearing basis of 4 per cent. In this matter of finance also conveys a vivid object lesson to her big and potentially rich neighbour China, now getting further and fur-

ther into trouble through the chaotic condition of her national fiscal system. Is China too disinclined to borrow a leaf from Japan's book? We sadly fear that such is the case for none are so blind as those who refuse to see.

NEWS OF THE DAY.

The s.s. Chihai from Haiphong picked up several of the crew of a wrecked junk and brought them to Hongkong.

During the last week the only cases of communicable disease in the Colony were two fatal Chinese occurrences of plague.

The s.s. Rabi, which arrived today from Manila, goes into dock for overhauling. The Rabi is also to be fitted with wireless telegraphy.

The King has decided that Witch of the Air, the filly who won a race at Kempton Park late in the afternoon of the day on which King Edward died, is never to run again.

A Pioneer London cable says that the Standard's Cairo correspondent wires that the Ministers are receiving threatening letters daily and that no one goes out unaccompanied by detectives.

In East Java heavy unseasonable rains have had bad effects on the sugar crops. On many estates the yield of cane and the output of juice have fallen far below the average. Several sugar mills have stopped working.

A London cable says that the British Government will organize a fleet consisting of 800 warships in August next year for a visit to China and Japan via the Mediterranean. The fleet will then proceed to the western coast of America. The figures are quoted as they appear in Japanese papers.

A Colombo resident writes:—"We went to the Derby with a party on a coach, and saw Lemberg win. It was a beautiful day, and the gathering—smaller than usual I believe—was very orderly and respectable. Except for the bookies it might have been a big Sunday School treat. The old rowdy, drunken meets of our forefathers are gone for ever, which is, perhaps, just as well."

The report for 1909 of the Java-China-Japan Line—an offshoot of the Royal Packet Navigation Company—which has just been published shows increase in business enough to warrant two additional steamers being built for the run. One will be ready in September next and the other in May 1911. The dividend was set at 8 per cent. as against 5 per cent. in 1908.

Lord Amulph has consecrated the Star of India Lodge of Freemasons in London. It is intended to serve as a rendezvous for Anglo-Indians visiting England. At the subsequent banquet Lord Amulph said that Freemasonry had quelled disturbances in India and promoted good feeling between the English and natives. It was the only effective means of promoting social feeling among all classes.

Dr Cunningham, in a paper on Old Age, holds that a relaxing climate is especially favourable to people of advanced years, being directly conducive to the amelioration of the symptoms which usually accompany this period of life. Such a climate, he says, may be compared to a warm but light top coat. Day and night it clothes the shivering body; the warm, moist air bathes and soothes the pulmonary mucous membrane, lessening the tendency to bronchial affections, and keeping the remaining vessels of the skin in such gentle and continuous dilation as to diminish the work of the kidneys and of the gradually failing heart.

ITEMS AT THE COURTS.

Five natives were fined \$2 each by Mr. E. R. Hallifax, at the Magistracy this morning, for gambling at Taumati.

Filipino emigrants caused a disturbance with some Chinese in Queen's Road East on Sunday afternoon with the result that four Filipinos were arrested. At the Magistracy to-day Mr. E. R. Hallifax discharged three, while the fourth, who was charged with stabbing and wounding, was remanded.

Applications have been filed for a rehearing of the case in which Dr. B. Captain and S. E. Alkan were sentenced to 14 days' hard labour, by Mr. E. R. Hallifax, for assaulting Miss Della Hunt on May 6th. The grounds in each instance are that the appellant was not guilty of the offence and that the evidence given before the Magistrate was not in law sufficient to support the conviction.

THE HIPPODROME.

Byron's well-known Circus and Menagerie has returned after a most successful tour in various countries. The Season here will be a short one and it is to be hoped the weather will keep up and so give Hongkong residents a chance of enjoying themselves at Causeway Bay. New artists have been added since the previous visit so that the public will have the pleasure of seeing new faces as well as of welcoming old favourites. We refer our readers to the advertisement appearing in another column.

SAFEGUARD AGAINST ILLNESS.
MAKE it a rule of your home to keep Chamberlain's Colic, Cholera and Diarrhoea Remedy at all times against bowel complaints. It is safe for all climates and all constitutions.

A. D. C. GENERAL TO
THE KING.
NEW APPOINTMENTS.

(Reuter's Service to the China Mail.)
London, July 2.

General Sir W. G. Nicholson, General Smith-Dorrien, General Sir Arthur Paget, and Major-General Ewart have been appointed to the new rank of Aide-de-camp General to the King.

THE JAPANESE TARIFF
STILL SERIOUSLY CRITICISED.

(Reuter's Service to the China Mail.)
London, July 2.

The new Japanese tariff continues to form the subject of serious criticism.

The Times publishes a letter from Mr. T. Riddiman Johnston, English and American Manufacturers' Agent, dated from Tokyo, emphasising that the tariff favours flimsy machinery at the expense of the more solid and more lasting British machinery, notably printing machines.

SOCIAL AND PERSONAL.

Mrs Sherman, wife of the Vice-President of the United States, is seriously ill.

Mr. Scarborough, of Messrs. Dowdell and Co., Ltd., is a passenger to-day by the s.s. Kamsang for Kobe.

Mrs Jackson, of Hall, who recently gave birth to triplets, has received the King's bounty, the sum granted during the new reign.

Mr. G. W. Oliver, hon. secretary of the Kirkford, Sussex, Cricket Club, has taken part in every match played by the club since its formation in 1884.

Mr. McKensy, who entered the U. S. Senate in 1897 from Louisiana, has died at New Orleans from acute indigestion. A Confederate officer of some distinction, he practised law after the Civil War.

Not many people know, perhaps, that Queen Mary is a water-colour painter of no mean accomplishment, a talent that was possessed by Queen Victoria and for which Princess Henry of Battenberg is also noted. A water-colour drawing by the Queen was recently sent by Her Majesty for disposal at the Whitechapel carnival of the Sailors' Orphan Homes, Newland, Hull. It is a small picture, entitled "On the Marshes at Snettisham, near Queen Alexandra's Bungalow," and is described as a fine broad treatment of landscape and clouds. The painting was despatched when the artist was Princess of Wales, and arrived after she had become Queen. Several high bids have been made for the picture, which it is hoped to acquire for the municipal collection.

TRIAL TRIP OF THE
S.S. SHASI.

The s.s. Shasi successfully underwent her trial trip this morning over the Admiralty course and in every way acted up to what was expected of her. The Shasi has been built by the Tai Yee Dockyard and Engineering Co., for river trade. She is the first boat of any size to be built and launched at the Tai Yee Dock, and her trials were looked forward to with a good deal of interest. The Shasi reflects great credit on her builders and designers.

COMPANY MEETING.

Hongkong Ice Company, Ltd.

An extraordinary general meeting of shareholders was held at the office of the General Managers, Messrs. Jardine, Matheson and Co., Ltd., to-day, to consider the proposed extension of plant and premises.

Mr. H. Kewick presided and there were present Messrs. G. K. Haxton, manager, A. Rodger, D. Clark, Ho Fook, Lo Cheung Shui, J. Barton, L. N. Deefe, J. Johnstone, H. W. Looker, J. Graham, Barton, and L. Maxwell, secretary.

The secretary read the notice convening the meeting. The chairman said:—Gentlemen,—"The purpose of this meeting is to authorize the general managers to make a considerable addition to the property and plant. Our business in cold storage and the making and sale of ice is gradually increasing and it is very necessary for us to anticipate, before other people do, the requirements of the Colony. What I am going to ask you to authorize to-day is the purchase of a machine with all its accessories, capable of turning out 25 tons of ice per day, the purchase of some 18,000 sq. ft. of land from our neighbours the China Sugar Refinery, and the erection of two cold stores complete. The cost of all this will be quite considerable, close on two lots of dollars. Now as to where the money is to come from. You have wisely in the past made provision for contingencies, and have accumulated a fund of \$150,000. The general managers consider that the time has now come to make use of this amount, and they will arrange for any balance required at the ordinary rate of interest. An economy might be effected by installing a can plant instead of a plate plant, but it would only be in the first cost, and be more apparent than real. You will be glad to hear that the experience of the Colony is beginning to show that our ice is better all round than can ice and that it is longer lasting. We are in consequence requesting customers who were induced to try the cheaper product and I am confident that we shall be able to dispose of our increased production very satisfactorily. I therefore proposed that the general managers be authorized to proceed with the addition as set forth. Before putting it to the vote I shall be glad to answer any questions you may wish to put. There being no questions the chairman proposed the resolution. Mr. R. W. Looker, seconded the motion and it was carried. The chairman then said:—"The chairman thanks you for your attendance."

ANOTHER BYE-ELEC-
TION OAUDED.
DEATH OF MR. C. MACARTHUR.

(Reuter's Service to the China Mail.)
London, July 4.

The death has occurred of Mr. C. MacArthur, M. P.

Note.—By the death of Mr. MacArthur a vacancy is caused in the Kirkdale division of Liverpool, for which district he has sat in the House of Commons since 1907. Prior to that, from the year 1897, he was M. P. for the Exchange Division of Liverpool. He was a well-known commercial man, being chairman of the Association of Avenue Adjutants of the United Kingdom, was from 1892 to 1896 President of the Liverpool Chamber of Commerce, was Chairman of the Commercial Law Committee in 1897, and was a member of the International Law Committee. He was 96 years of age. At the last General Election his majority over Mr. A. G. Cameron (Lab.) was 223—E. G. M.]

DEATH OF MAJOR HUME.

(Reuter's Service to the China Mail.)
London, July 2.

Major Martin Hume, editor of Spanish State Papers, Lecturer in Spanish History and Literature at Pembroke College, Cambridge, and examiner in Spanish at London and Birmingham Universities, is dead.

[Note.—Deceased, who was 62 years of age, was a most charming writer and his works dealing with the fading glories of Spain, from the period when her glory began to show itself will live for ever. He was a retired Major in the 3rd Barr. Essex Regiment, and was educated at Madrid, where branches of his family resided for over a century. He was a great traveller. In addition to his more important works he wrote numerous historical articles in the leading English and Spanish reviews. A list of the publications from Major Hume's pen would fill much space, but a few of his most well-known productions are the Calendar of Spanish State Papers, Elizabeth, (4 vols.); Courtships of Queen Elizabeth, 1595 and 1604; The year after the Armada; Spain, its Greatness and Decay; Modern Spain; Spanish Influence on English Literature; etc., etc.] According to himself his favourite recreation was "books, books, books."—E. G. M.]

DEATH OF DR.
FURNIVALL.

(Reuter's Service to the China Mail.)
London, July 2.

The death is announced of Dr. Frederick Furnivall.

[Note.—Dr. Frederick James Furnivall, M.A., Ph.D., D. Litt., was a man of many interests. Hon. Fellow of Trinity Hall, Cambridge, a barrister, and a Member of the British Academy, he was founder and Director of the Early English Text Society, Ballad and New Shakespeare Societies, founder of the Wycliffe and Shelley Societies, joint founder of the Drowning Society. He was editor of English MSS. and Old Norse, and did much work in the Christian Socialist and Co-operative movements, and at the Working Men's College. He was a prolific writer. A thorough sportsman, he built with John Beesley in 1845 the first two narrow sculling boats in England. He introduced the first sculling four and sculling eight races in 1866-67, and founded a number of Sculling Clubs. Such a keen sportsman was he that on his last birthday he rowed 18 miles. He was 80 years of age.—E. G. M.]

AMERICAN RAILWAYS.

(Reuter's Service to the China Mail.)
London, July 2.

A semi-official statement is published for the purpose of tranquillising the minds of American and European investors. It declares that the Interstate Commerce Commission will do nothing to jeopardize the interests of investors or interfere with the legitimate business of the railways.

The statement has stimulated European buying in American railways.

THE TRIESTE SAFE.

(Reuter's Service to the China Mail.)
London, July 2.

The Austrian Lloyd liner, Trieste was on Thursday night sighted close to Bombay. She had lost her propeller and was proceeding under sail.

LOSS OF PROPELLOR.

(Reuter's Service to the China Mail.)
London, July 2.

The Austrian Lloyd liner, Trieste was on Thursday night sighted close to Bombay. She had lost her propeller and was proceeding under sail.

CHAMPAGNES, CLARETS,

PORTS, ALES, STOUTS,

WHISKIES, GINS,

BRANDIES, etc.

DON'T BE LED ASTRAY

by specious talking, but deal only with a firm which has a reputation for the best quality in the leading lines of

WINES, SPIRITS, etc.

H. PRIOR & CO. have been established for over 15 years

and have built up a reputation for themselves second

to none in the East.

12, Queen's Road Central, Hongkong.

TELEPHONE No. 133.

Hongkong, June 25, 1910.

THE GIBRALTAR QUESTION.
GERMANY AND AUSTRIA
FOUNDED.

(Reuter's Service to the China Mail.)
London, July 2.

A Constantinople message states that the anti-Greek boycott is slackening. The Porte has asked Germany and Austria whether they would be prepared to join the Cretan concert of Powers with a view to a definite settlement being arrived at.

THE JEFFRIES-JOHNSON
FIGHT.

(Reuter's Service to the China Mail.)
London, July 2.

BETTING FAVOURS WHITE MAN.

Rauner's Began correspondent wires that both Johnson and Jeffries have passed active training, and that everything is in readiness for the big fight. The betting is 10 to 6 on Jeffries. The purse totals 220,000 sterling, which is a record.

BOTH FIGHTERS IN FINE
CONDITION.

(FROM THE "CANTON NEWS-AMERICAN")

Reno, Nevada, June 27. Apparently both Jeffries and Johnson are in splendid condition for their big encounter. They continue to do light work, but each camp reports that it is ready for the battle.

It has been arranged that the men enter the ring at 1.30 o'clock on the afternoon of July 4th. The report that Tex Rickard, principal promoter of the fight, would not set as referee is unfounded, and he will be the third man in the ring.

JAPANESE TRAINING
SQUADRON.

(Independent News Agency's Service to the China Mail.)

Tokyo, July 4.

The training squadron, consisting of the cruisers Aso and Soyuz, arrived at Kure yesterday.

COTTON CROP RETURN.

(Independent News Agency's Service to the China Mail.)

Tokyo, July 4.

The State Department of Agriculture and Commerce declares that this year's cotton crop is officially estimated at 70.7 per cent. of an average year. This has caused a rise in the price of cotton and cotton yarn.

JAPANESE PRINCE'S
RETURN.

(Independent News Agency's Service to the China Mail.)

Tokyo, July 4.

Prince Fushimi, Junior, has arrived home from his tour in Europe and America.

THE COTTON OUTLOOK.

(Independent News Agency's Service to the China Mail.)

Tokyo, June 2.

It is reported from America that the prospects of the cotton crop this year are very adverse. Fearing that there will be serious and unusual fluctuations in the price of cotton, the cotton mills of Japan are refraining from buying.

The export of yarn to China is in a most prosperous condition, but the home demand is very slight. Some spinning mills are expecting to obtain their supplies of the staple from China, but the great majority of the mills are waiting to see what will be the probable output of American crop before they go in for extensive buying.

THE BANK LINE, LIMITED

Taking Cargo on through Bills of Lading to all Overland Common Ports in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C., TACOMA & SEATTLE

VIA SHANGHAI, MOJI, KOBE & YOKOHAMA.

Steamer	Tons	Captain	On or about
---------	------	---------	-------------

KUMERIC	DEPARTS FOR INDIA ON SUNDAY 12th September	6332	G. B. McGill	DEPARTS FOR SINGAPORE 10th October
----------------	--	-------------	---------------------	--

These steamers are specially fitted for the carriage of Asiatic Storage Passengers.
PARCEL EXPRESS TO THE UNITED STATES AND CANADA.
 For further information, apply to
Dodwell & Co., Limited,
 QUEEN'S BUILDINGS.
 GENERAL AGENTS.

REGULAR STEAMSHIP SERVICE TO NEW YORK VIA PORTS AND SUEZ CANAL.

WITH LIBERTY TO CALL AT MALABAR COAST.

For Freight & further particulars, apply

DODWELL & CO., LTD., Agents.

NATAL LINE OF STEAMERS

TAKING Cargo on through Bills of Lading to **SOUTH AFRICAN PORTS**
with transhipment at **CALCUTTA**, in conjunction with the
INDO-CHINA STEAM NAVIGATION CO. LTD.
AND APCAR LINE.
Proposed Sailings from Hongkong.

Steamers from Hongkong.	On or about	Connecting at Calcutta with	On or about
ARRATOON APCAR CATHERINE APCAR FOOKSANG	25th June. 30th June. 6th July.	UM LHOTI	About end July.

For Freight and further particulars apply to
DODWELL & CO., LD., Agents.
UNDERWOOD TYPEWRITERS

It is speedy and durable. It has a **UNIVERSAL KEYBOARD** and it is an excellent manitolder.

For further particulars and prices, apply to—
DODWELL & COMPANY LTD.,
 AGENTS, HONGKONG & CHINA.
HORNSBY-STOCKPORT

GAS ENGINES AND SUCTION GAS PLANTS.

CHEAPEST FORM OF POWER KNOWN


HORNSEY STOCKPORT

GRANTHAM & SONS LTD. LINCOLN

OVER 11,000 IN DAILY USE

COST OF RUNNING, LESS THAN HALF-A-CENT PER HORSE POWER PER HOUR.

THESE MAKERS' ENGINES SECURED THE GOLD MEDAL AT THE FRANCO-BRITISH EXHIBITION LONDON; AND AT THE WINNIPEG EXHIBITION.



SUCTION GAS PLANT & ENGINE

HORNSBY OIL ENGINES.
Awarded the £1,000 Prize offered, by the War Office for the Best Military Tractor
together with £150 BONUS for exceeding the requirements of the conditions
by 45 Per Cent.

PILE DRIVERS AND HOISTING ENGINES
made by the **LIDGERWOOD MANFG Co**
PUMPS

Various makes in stock, including TANGYE & WORTHINGTON.

RICE MILLS.

AGENTS FOR:
THE EXPANDED METAL CO., LTD.
EXPANDED METAL FOR RE-INFORCED CONCRETE.
THE BRITISH URALITE Co., [1908], Ltd.

'URALITE' FIRE-PROOF BUILDING MATERIAL.
GENERAL ELECTRIC CO. (of New York).
 Electrical Plant and Appliances.
FRANCIS WEBSTER & SONS
 Canvas, Twines, &c.
THE HAYES & CO. LTD.

FAIRBANKS, MORSE & CO.
All Kinds of Machinery and
Engineering Supplies.
**CONSOLIDATED PNEUMATIC
TOOL CO., LTD.**

Pneumatic Tools and Air Compressors
for working on Iron, Wood or Rock.

Various other Manufacturers.

Quotations for any description of Machinery or Engineering Plant on application to
DODWELL & Co., Ltd., MACHINERY DEPT.

KITSON LIGHT

A Brilliant, Safe and Cheap Illuminant by Kerosene Oil

DODWELL & CO., LTD., Sole Agents.

**OREGON PINE
LUMBER**
LARGE STOCK OF ALL SIZES ON HAND.

JOHN & ROBERT HARVEY & CO., LIMITED
ESTABLISHED 1776.
THE Undersigned have been appointed SOLE AGENTS in Hongkong and South China for the above Company's

WHISKIES.
DODWELL & CO. LTD

INVESTED FUNDS Over £2,000

over \$12,000,000 PAID DAILY IN CLAIMS

THE STANDARD LIFE OFFICE

\$1,000 Policy for \$2.08

**PREMIUMS BY MONTHLY INSTALLMENTS
WITHOUT EXTRA CHARGE**

DODWELL & CO. LTD. Agents



Shipping.

PENINSULAR & ORIENTAL STEAM NAVIGATION COMPANY.

WEEKLY DESPATCH VESSELS to the Undermentioned PORTS on or about the DATES named—

FOR	STEAMER	TO SAIL ON	REMARKS
SHANGHAI	DELHI	7 a.m. 7th	Freight and Passengers
LONDON, via Suez	DELTA	7 a.m. 9th	Freight and Passengers
SHANGHAI, via Suez	CANDIA	About 9th	Freight only
LONDON, via Suez	DELTA	About 13th	Freight and Passengers
SHANGHAI, via Suez	SUNDA	About 14th	Freight and Passengers

P. & O. S. N. Co.'s Office.

CANADIAN PACIFIC RAILWAY CO'S. ROYAL MAIL STEAMSHIP LINE.

Between China, Japan and Europe, via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Island Sea of Japan) Kobe, Yokohama, Victoria, and Vancouver, B.C.

The only Line that maintains a Regular Schedule Service of 12 DAYS HONGKONG TO VANCOUVER.

SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and Quebec.

From Hongkong	From Quebec
'EMPEROR OF INDIA' SATURDAY, 18th JULY.	'EMPEROR OF IRELAND' FRIDAY, 12th AUG.
'EMPEROR OF JAPAN' SATURDAY, 6th AUG.	'ALLAN LINE' FRIDAY, 2nd SEPT.
'EMPEROR OF CHINA' SATURDAY, 16th AUG.	'EMPEROR OF BRITAIN' FRIDAY, 23rd SEPT.
'EMPEROR OF INDIA' SATURDAY, 27th AUG.	'ALLAN LINE' FRIDAY, 14th OCT.
'EMPEROR OF JAPAN' SATURDAY, 8th SEPT.	'EMPEROR OF IRELAND' FRIDAY, 4th NOV.

'Empress' Steamships leave Hongkong at 8.00 a.m. and 'Monteagle' at 11.00 a.m. Each leaves Pacific 'Empress' connects at Vancouver with a Special Mail Express Train and at Quebec with Atlantic Mail Steamer as shown above. The 'Empress of Britain' and 'Empress of Ireland' are magnificent vessels of 14,500 tons, speed 20 knots, and are regarded as second to none on the Atlantic.

The 'Empress' steamships on the Pacific and the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also around the World.

HONGKONG TO LONDON, via Canada, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).....\$71.10.

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services of China and Japan Government. Full particulars of application from Agents.

Through Passengers are allowed 'Stop Over' privileges at the various points of interest on route.

R. M. S. 'MONTAGLE' carries only 'One Class' of Saloon Passengers (Second Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class on Canadian and American Railways, 2nd Class on Atlantic.

For further Information, Maps, Guide Books, Rates of Passage and Freight, apply to D. W. CRADDOCK, General Traffic Agent, Corner Pedder Street and Praya (opposite Blaise Pier).

PORTLAND & ASIATIC S.S. CO.

OPERATING IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION CO.

FOR PORTLAND, via MOJI, KOBE and YOKOHAMA.

WITH LIBERTY TO CALL AT HONOLULU & SAN FRANCISCO.

STEAMSHIP	Tons	CAPTAIN	To SAIL
SELJA	4456	OLAF LARSEN	9th July, at 5 p.m.

Through Bills of Lading issued to Pacific Coast Points and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

FRED J. HALTON, Agent.

DOUGLAS STEAMSHIP CO., LD.

HONGKONG-SOUTH CHINA COAST PORTS.

HIGHEST-Class, latest and most luxurious Steamers on the Coast, having splendid accommodation for First-Class Passengers. Electric Light. Excellent Cuisine.

FOR SWATOW, AMOY & FOOCOW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	DEPARTING
HAIPHONG	Capt. W. C. Pasmore	TUESDAY, 6th July, at 10 a.m.
HAIPHONG	Capt. J. W. Evans	FRIDAY, 9th July, at 10 a.m.
HAIPHONG	Capt. A. E. Hodgins	TUESDAY, 12th July, at 10 a.m.

FOR SWATOW AND RETURN.

(Occupying 3 Days).

STEAMSHIP	CAPTAIN	DEPARTING
HAIPHONG	Capt. A. E. Stewart	WEDNESDAY, 6th July, at 10 a.m.
HAIPHONG	Capt. A. E. Stewart	SUNDAY, 10th July, at 10 a.m.

Steamers will arrive at, and depart from the Company's Wharf (near Blaise Pier).

During the Months of July, August and September, a Special Reduction of 20% on Fares to Foochow and Return will be allowed.

For Freight and Passage, apply to

DOUGLAS, LAPRAIK & CO.,

General Managers.

Hongkong, June 23, 1910.

THE EASTERN & AUSTRALIAN MAIL SERVICE.

TO AUSTRALIA.

MAIL SCHEDULE.

SUBJECT TO MODIFICATION.

STEAMSHIP	ARRIVE HONGKONG FROM AUSTRALIA	LEAVE HONGKONG FOR AUSTRALIA
ALDENHAM	June 28	July 20th, at Noon
EMPIRE	July 28	Aug. 20th, at Noon
EASTERN	Aug. 28	Sept. 17th, at Noon

These Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Fruit, etc., and are lighted throughout with Electricity. All and Goods from Electric Fans. A daily qualified Doctor and Stewardess are carried.

For further particulars, apply

GIBB, LIVINGSTON & CO.,

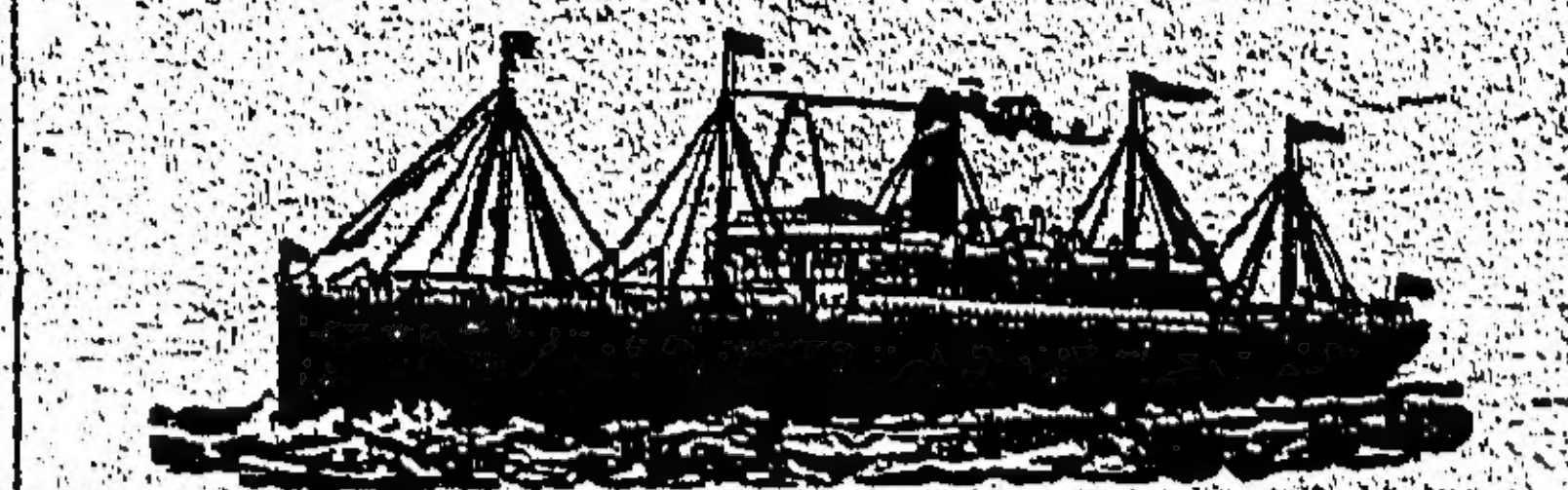
Agents.

Hongkong, November 2, 1909.

PACIFIC MAIL S.S. COMPANY.

TOYO KISEN KAISHA.

U.S. MAIL LINES.



SEMI-TROPICAL ROUTE.

Only line taking the warm Southern Route across the Pacific, via Hongkong, Japan, the most fertile and beautiful island of the Pacific.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

STEAMSHIP	Tons	MONDAY	TUESDAY
MONGOLIA	21,000	12th July, at 1 p.m.	13th July, at 1 p.m.
TENYO MARU	15,000	13th July, at 1 p.m.	14th July, at 1 p.m.
KIPPON MARU	11,000	14th July, at 1 p.m.	15th July, at 1 p.m.
SIBERIA	18,000	15th July, at 1 p.m.	16th July, at 1 p.m.
MANCHURIA	27,000	16th July, at 1 p.m.	17th July, at 1 p.m.
OHIO MARU	21,000	17th July, at 1 p.m.	18th July, at 1 p.m.

The P. M. S. MONGOLIA will be despatched for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama, Shimonoseki, Yokohama and Honolulu, on MONDAY, July 11th, at 1 p.m.

Fares: Hongkong to London £71, 18. 0. Return six months £120 24 months £125; including Berth and Meals across America.

INTERMEDIATE SERVICE.

China.....10,200 Tons, SATURDAY, 13th Aug., at 1 p.m.

Asia.....9,500 Tons, SATURDAY, 3rd Sept., at 1 p.m.

The fine CHINA will leave for San Francisco, via Keelung, Shanghai, Nagasaki, Kobe, Yokohama and Honolulu, on SATURDAY, August 13th, at 1 p.m.

The fine MAIL STEAMERS ASIA and CHINA carry Intermediate passengers only, affording superior accommodation for that class.

Hongkong to London via Canadian Atlantic Port.....\$43.

SPECIAL RATES (first class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of the Chinese and Japanese Governments.

Through Bills of Lading issued to Japan, North, Central and South American Ports. For further information apply to Passages and Freight, apply to the Agency of the Companies, Kine's Building (opposite Blaise Pier).

FRED J. HALTON, Agent.

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED

SAILINGS FROM HONGKONG—

(SUBJECT TO ALTERATION).

TRANS-PACIFIC SERVICE

Operating at TACOMA with

THE CHICAGO, MILWAUKEE & PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE & ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route) from the Pacific Coast to CHICAGO.

Taking cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, also to the Principal Ports in Mexico, Central and South America.

For	Steamers	Tons (gross reg.)	Leave
TACOMA, via KEELUNG	SEATTLE MARU, Capt. T. Saito.	6,122	Wednesday, 13th July, at Noon.
MOJI, KOBE & YOKOHAMA	CHICAGO MARU, Capt. I. Goto.	6,122	Wednesday, 10th Aug., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for storage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Bikes, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS AND FORMOSA SERVICE

For	Steamers	Leave
ANPING, via SWATOW & AMOY	JOSHIN MARU, Capt. Y. Yamamoto.	WEDNESDAY, 6th July, at 10 a.m.
SWATOW, AMOY & TAMSUI	DAIKIN MARU, Capt. Y. Kikuchi.	SUNDAY, 10th July, at 10 a.m.
SHANGHAI, via SWATOW, AMOY & FOOCOW	BUJUN MARU, Capt. Y. Sueno.	THURSDAY, 14th July, at 10 a.m.

Special Reduction of 20% will be allowed to 1st and 2nd Class passengers to Shanghai in connection with the Nanking Exposition from June 1st, 1910.

Fast speed. Superior passenger accommodation. Electric light throughout. First-class cuisine.

The newly built steamers: 'Onaguni Maru' and 'Bijin Maru'—First-class cabins—AMIDSHIP.

For information of Freight, Passage, Berthing, etc., apply at the Co.'s Local Branch Office at Second Floor, No. 1, Queen's Building.

Hongkong, June 23, 1910.

T. ARIMA, Manager.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINES.

For

STEAMSHIP	Tons	DEPARTING
WAPLES, GENUA, AGENS, BOON, (tons 15000)	14th July, at 10 a.m.	
TOYANTWERP & HAMBURG	14th July, at 10 a.m.	

SHANGHAI, NAGASAKI, KOBE & YOKOHAMA

Fitted with Wireless Telegraphy New System of Teletext.

MANILA, ANGAU, YAP, GOBLER, (tons 6700)

NEWGUINEA, SEIBANE, (tons 8100)

YOKOHAMA AND KOBE

KUDAT AND SANTARAN

For further Particulars apply to

Norddeutscher Lloyd,

MELOBERG & CO.,

General Agents, Hongkong & China.

Hongkong, September 2, 1909.

STRANGE CUSTOMS OF THE BURMANS.

Courtlane and Diverts of Various Tribes.

Col. Sir Richard Temple gave some interesting facts about the people of Burma in a lecture before the Indian section of the Society of Arts. The historical, physical and mental phenomena of the various peoples of that country showed them, in his opinion, to belong to the same variety of mankind, though presenting many differences in detail. All the peoples or tribes belonged to one form or another to the Indo-Chinese type of mankind, but they did not represent the aboriginal population, which he believed to have been a Negrito race.

MARRIAGE & CIVIL CONTRACT.

Much divergence of marriage custom existed among these people. One general principle was observed everywhere in these customs. Marriage was viewed as a purely civil matter in which religion had little concern. Somewhere or other in the country it would be found that one or other of practically every method of marriage known to mankind had been adopted by the various races and tribes.

Among some Karenians there was the system of exchanging brides as hostages, involving a restriction of choice which was suicidal to the tribe. There was an absolute freedom of choice among Burmans combined with a high social and domestic position for women, leading marriage by actual capture, among Kachins, by abduction among several tribes, and by purchase among Palaungs and Liswas, involving in the last case the position for the wife not only of being the household servant, but even the saleable chattel of the husband. There were formal courtships among Burmans and Shans. Irrevocable betrothal of adults existed among the people of the north-eastern frontier and of infants among Karens.

Among Chins and Akhas polygamy was unrestricted.

Divorce by mutual consent was usually permitted, but it was unknown to some Chins and some Karens. Diversity in practice could hardly go further among the inhabitants of a single country, and its existence was a remarkable anthropological fact.

A great variety of form was presented in the death ceremonies, but there was a general principle running through them all—that of preventing the spirits of the dead from injuring the living. The ceremonies were, in fact, a continued exorcism and propitiation. The universal custom, and feasting at deaths had been instituted as a means of propitiating the spirits by letting them have a share in them.

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

STERN

INDO-CHINA STEAM NAVIGATION CO. LD.

PROPOSED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

For

(SUBJECT TO ALTERATION)	
STEAMSHIP	DEPARTING
SHANGHAI	CHOWSANG, TUESDAY, July 5, at Noon
NIENSHIN, via SWATOW, CHEONGHONG,	WEDNESDAY, July 6, at Noon
WEIHAIWEI & OHREFOO	WEDNESDAY, July 6, at Noon
SINGAPORE, PENANG, FOCKSANG,	WEDNESDAY, July 6, at Noon
AND GALOUTTA	WEDNESDAY, July 6, at Noon
MANILA	LOONGSANG, FRIDAY, July 8, at Noon

RETURN TOURS TO JAPAN, Occupying 25 days.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified Surgeon is also carried.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on Through Bills of Lading to London, Paris, Calcutta, Bombay, Ceylon, Java, Sumatra, and Labuan.

The Freight or Passage, apply to

JARDINE, MATHESON & CO. LTD.

General Managers.

Hongkong, June 23, 1910.

CHINA NAVIGATION CO. LD.

CHINA

SAILINGS SUBJECT TO ALTERATION.

HAIPHONG	CHINA	July	5, at 8
MANILA	TRAY	July	6, at 3
SAMARANG & SOUBAYANA	SEA	July	8, at 5

